



**WINTER** flying off Korea coast was rough as crewmen scraped ice off Valley Forge deck; F9F jets had to be scraped off too

side cave. A few seconds after the rockets exploded in the target cave, he observed a tremendous secondary explosion 250 feet back of the target, which indicated the hill was honeycombed. Recon flights next day confirmed this, and fires were reported still burning in the hill 36 hours after the first explosion.

### Matter of Minutes

United Nations naval forces conducting the siege of Wonsan on North Korea's east coast have a proud record—22 successfully completed rescues of UN pilots between the first of January and the 23rd.

Most of the air-sea rescues were accomplished by helicopters stationed aboard ships and on nearby friendly islands adjacent to the besieged Communist port. Credit for the rescue of Air Force and Navy aviators was given to the excellent air-to-surface communica-

# KOREAN AIR WAR

## Honor Gothamites

When the *Antietam* designated 11 March as New York day, its squadrons joined with those from the *Valley Forge* to make it a memorable occasion.

The two New York *Panther* jet squadrons, VF-831 and VF-837, together with ATG-1 planes from the *Happy Valley* made 161 rail cuts in Communist territory, destroyed 3 railroad bridges, 4 railroad bypasses, 34 rail cars and killed 326 troops to celebrate the day.

Returning from the strike, *Corsairs* and *Skyraiders* of the *Antietam* flew over the ship forming the letters NY in salute to New York and its fighting representatives.

Since joining Task Force 77, the two all-Reserve squadrons have destroyed

100 trucks, 21 locomotives, 32 bridges, 275 rail cars, 67 sampans, made 490 rail cuts and killed 537 troops.

## Tricky Business

A new form of Communist trickery was discovered by *Bairoko* fliers off the west coast of Korea when pilots spotted what they thought was a United Nations plane on the ground behind Red lines.

As a low level reconnaissance flight passed over on investigation, an explosive charge was set off from the ground. The charge was estimated at being about equal to a 100-pound bomb. The planes overhead were only slightly damaged by flying shrapnel.

Maj. Neal E. Bredesen of the *Bairoko* hit the jackpot on one morning mission when he fired seven rockets into a hill-

tions which allowed helicopters to be on rescue station minutes after alerts were sounded.

The 13-month-old siege of Wonsan is being conducted by the ships of the UN Blockading and Escort Force commanded by RAdm. George C. Dyer.

## A Close Shave

Returning from his 30th bombing mission, Ens. John Higgins told fellow pilots about his narrow escape from a piece of flak.

Higgins, attached to VA-728 aboard the *USS Antietam*, was making his first bomb run during a recent flight south of Wonsan. He had just released two bombs on a rail line and was getting ready to pull up from his dive when there was a loud splintering noise and

**MARINE** HRS-1 helicopters pick up ground troops from Camp Tripoli in Korea, airlifting them to area of enemy guerilla action



**BAIROKO'S** alert photographer, C. J. Becker, AF-1, catches rocket torn from plane of Capt. Robert J. Morrison, VMF-312 pilot





**ENS. JOHN T. Higgins** of VA-728 on *Antietam* holds shattered canopy hit by Korea flak



**KIRSCHNER**, one of Navy's few white-hat pilots, flies with VP-28 at Atsugi, Japan



**FIRST** Japanese-American commissioned in U. S. Navy, Joe Akagi, flies with VF-194

the cockpit was filled with a rush of air. Higgins pulled up from the dive and headed for the coast. His face was covered with blood from surface scratches caused by pieces of plexiglas. The canopy had been hit by flak.

After Higgins recovered from the shock he gave the voice distress call and found that he was being followed by Lt. George Johnson and Lt. James Walley. Higgins said, "It didn't occur to me to bail out as the plane was maneuvering okay—I kept looking for likely landing areas, just in case."

When the three pilots were sure that Higgins' plane was going to hold up, they headed back to the *Antietam*. The shattered windshield obstructed Ens. Higgins' view so the LSO, Lt. Ollie Cramer, talked the plane in.

After examining his plane Higgins found a heavy piece of rounded flak, five inches long and about an inch and a half wide, lodged in the headrest behind his seat. The flak had come through the windshield, grazing the left side of his helmet. "That was sure a close enough shave for me," said Higgins. "Two more inches to the right and I wouldn't be here telling this now."

### 60-Mission Whitehat

VP-28 based at NAS ATSUGI, Japan, has a white hat pilot, one of the few in

the Navy, with 60 combat missions over Korea during the past year.

The man is Robert G. Kirschner, aviation structural mechanic, first class, whose 60 missions were flying P4Y *Privateers*. Kirschner has more than 3,300 stick hours and has flown almost every Navy plane except jets, even trying out an Air Force B-29.

Since last summer he has specialized in night flare dropping operations in direct support of 1st Marine Air Wing night fighters. Before that he was flying ship-ping surveillance and weather patrol missions.

His *Privateer* usually carries a crew of 12. As plane commander he is over three officers and numerous enlisted men senior to him. LCdr. Edward R. Hawley, Kirschner's immediate superior in the squadron, often rides as co-pilot.

Inquiry among the crew proved that Kirschner was an able and popular plane commander. Said T. M. Miller, tail gunner: "A damm good pilot. Never worry about cockpit trouble with Kirsch." Radar Operator W. H. Wymond said: "There's never a sweat with ole Kirsch. He's the best."

When he enlisted in June 1941, Kirschner went to Navy hydraulics school, served on the *Monterey* and in 1944 was assigned to flight training. He

won his wings in 1947 and joined his present squadron in Guam that year.

Kirschner finds his white hat inconvenient when he lands at airfields controlled by other armed services. "They figure I've stolen a plane somewhere and am just out for a dangerous joy-ride," he said.

### Jap-American Pilot

The first Japanese-American ever to be commissioned an officer in the U. S. Navy recently was assigned to the VF-194, the *Yellow Devil* squadron aboard the *Valley Forge* off Korea.

A native of Texas, Ens. Joe Akagi entered the Navy in the old V-5 program, winning his wings in 1950. When his squadron boarded the carrier for the Western Pacific last October, Joe was on his way to renew friendships his father had made before he left Japan in 1914. VF-194 flew *Skyriders* off the *Valley Forge*.

### First's the Worst

It was Lt. Irving A. Robinson's first hit by enemy antiaircraft in 2,300 hours as a fighter pilot, but that hit set off a chain of events that would curl your hair.

He was 200 miles from his home carrier, the *Valley Forge*, when his *Panther* jet was hit by AA which exploded in

**TWO DIRECT** hits were scored on this North Korean rail line by pilots from *Antietam*; other bomb holes indicate full treatment



**NAVY'S** specialty in Korea has been wrecking railroads; here's what's left of North Korean railroad after Essex planes hit it



his left wheel well. The jet lost all hydraulic fluid and its emergency air pressure. This left him without wheels, dive brakes or wing flaps—not good for carrier landings.

When over a friendly Korean airfield, Robinson blew off the canopy and unhooked his oxygen mask, his life raft lanyard and finally his parachute. Slowing the plane down to 120 knots he made a perfect belly landing on the



**LT. IRVING** Robinson tells Dadisman of his hair-raising snow landing on Korean field

steel matting, fully expecting to stop within 600 feet.

The following action then took place before the horrified eyes of 250 spectators:

Like a rocket, he continued to skid 4,000 feet forward!

A fatal crash into a 17-foot high dike running at an angle to the far end of the runway appeared inevitable. Robinson closed his eyes and braced himself for it.

The plane hurdled a deep ditch, landed with a crash on a frozen pond, shot forward another 300 feet, struck and climbed the embankment of the dike, slid along the top for 150 feet and finally stopped on the opposite side of the levee!

Robinson stepped out uninjured.

**PRESIDENT** of South Korea, Syngman Rhee, BGen. Lamson-Scribner of Marines congratulate Capt. Trimblay on passing Korean bar



**ACTRESS** Betty Hutton on USO tour of Korea eats hamburgers with 1st MAW enlisted men

After spending the night on the beach, he was flown back to his carrier to rejoin his mates in VF-52, the unofficial "ski jumping" champion of Task Force 77.

### Handy Man

It's always handy to have a lawyer in the family, but First Marine Aircraft Wing pilots are wondering how much good it will do to have Capt. Elie G. Trimblay a member of the South Korean Bar Association.

Capt. Trimblay was presented with his official certificate authorizing him to practice law in that Oriental country by Syngman Rhee, President of South Korea. The Marine fighter pilot received the award in the presence of BGen. Frank H. Lamson-Scribner, deputy commander of the Air Wing.

### Double Nightmare

Two Marine pilots of the "Flying Nightmares" Squadron did a good night's work recently when they destroyed 18 enemy trucks and damaged four. The night flyers are 2nd Lt. A. G. Sadeski and MSgt. R. J. Tubbs.

Sadeski got his share when he caught a lead truck out in the open, strafed it, and set it burning. He destroyed the next

in line, a tank truck, with a napalm bomb. Flames halted two more lead trucks, and the pilot bombed them. When the remaining trucks attempted to file past the blazing mass of wreckage, they were strafed or bombed by Sadeski until he ran out of ammunition. His total—10 trucks destroyed, four damaged.

MSgt. Tubbs remarked that he "didn't clutter up the landscape", his were "all in a neat pile." This neat pile was the remains of a convoy that Tubbs sighted and destroyed. He bombed the lead and tail trucks. He then finished off the remainder of the convoy with seven more bombing and strafing runs. Total score for Tubbs—eight destroyed.

As they left the debriefing room that night, Tubbs challenged Sadeski. "I've got five that says I get more trucks tomorrow night."

"It's a bet," replied the lieutenant.

### Barely Made It

Hoisting a water-soaked pilot out of the Japan Sea sometimes proves a hard job for rescue helicopters. When Lt. Aaran Modansky, *Panther* pilot, ditched his plane after a launch, the pinwheel came to his rescue.

The plane had shattered when it hit the water. Modansky kicked himself free 30 feet under water and found himself tangled in the parachute lines. As he came to the surface he saw the helicopter's rescue sling hovering over him.

He was so heavy the wheels of the helicopter touched the water as it slowly lifted him to safety. Because of bruised legs, Modansky was unable to climb into the helicopter, but was flown back to the *Antietam* with Crewman Lester J. Harwood holding the pilot's arms down to keep him from falling out of the sling.

### Rough Landing

It was a routine carrier landing. The only thing was the flaps of the *Corsair* were up, the landing gear wouldn't lock and a hung rocket clung to the left wing.

The *Valley Forge's* crash siren sent all

**VADM. ROBERT P. Briscoe**, Com7th Fleet, greets Kichisaburo Nomura, former Jap naval Fleet Admiral; VAdm. Harold Martin, center







WITH TWO wounded men in its external litters, helicopter from VMO-6 prepares to land men at "Easy Med", front area hospital



DEATHRATTLERS squadron ordnancemen of 1st Marine Air Wing in snowy Korea find amusement in job of shoving a 1,000-lb bomb

hands hurrying to clear the flight deck for LCdr. R. S. Edinger, exec of VF-653, the Akron *Flying Circus* squadron. Flying rail interdiction and rescue patrol around Wonsan, he had AA knock out his hydraulic system.

He radioed in he would have to make a no-flaps landing. While the crash crews stood by, Edinger brought the plane down, his hook catching the #2 wire and the left wing bomb racks snagging #5 wire. Deck crewmen chased down the rocket which broke loose and went sliding up the deck. The *Valley Forge* sustained a hole in the deck planking. After wing and engine changes and a new coat of paint, the plane was flying again.

### Just Seasick, Doc

A stiff wind was blowing across the black, pitching Korean waters as Marine Capt. Arthur W. Rawlings brought the transport helicopter slowly down out of the darkness and settled on the lighted deck of the hospital ship.

He helped unload the two badly wounded Marines he had flown in from the front lines. While he watched Navy hospital corpsmen carry the stretchers away, a doctor looked at him with a note of concern.

"You don't look well," remarked the surgeon. "Did you have a rough trip coming over the mountains?"

Rawlings shook his head miserably. "Gotta get off this ship," he muttered. "I'm getting seasick!"

### Celebrates 150th Hop

1st Lt. Timothy J. Keane of the Marine *Checkerboard* squadron, VA-312, celebrated his 150th combat mission in Korean hostilities by scoring a clean, one-punch knockout of a railroad bridge west of Haeju in north central Korea.

This total of 150 missions is tops in the veteran squadron. He put his 500-pound bomb squarely in the center of the western span of the bridge and it crashed to the ground in a geyser of mud.

### Fast Moving Navy

When Fireman John Banghart, aboard the frigate *Everett*, awoke one morning feeling not as well as usual, he did not realize that soon, because of this, his ship would be sending an emergency stand-by message to the *Valley Forge*.

Banghart was going about his routine duties when he realized that he was becoming more ill as the day progressed. He turned into sick bay and was found to be running a high fever. The corpsman, recognizing appendicitis symptoms, recommended immediate surgery.

The frigate, acting as an escort for supply ships, was many miles from a friendly base or the Task Force. No surgeon was immediately available. It was then that the *Valley Forge*, three hours away, received the message, "Stand by to receive man with acute attack of appendicitis!"

Steaming ahead at full speed through heavy seas the *Everett* reached the carrier just three hours later. Banghart was taken aboard the *Valley* in a boatswain's chair. Below waiting doctors examined him. A few hours later the patient was resting comfortably, minus



FIREMAN John Banghart on stretcher ready to be examined by *Valley Forge's* doctors

one appendix.

Later Banghart was told that his transfer could have been made much sooner via helicopter but the rough weather prevented such a flight. "Even so," said Banghart, "I've never seen the Navy move so fast!"

### Good Deed Done

Crew members of the USS *Valley Forge* did their good deed for the day when they played host to representatives from Boy Scout Troops in Tokyo. Twenty-five American Boy Scouts and 25 Japanese Scouts spent a very interesting day aboard the carrier while the ship was at Yokosuka Naval Base.

The boys were given a complete tour of the ship. They saw engineering spaces, bridge, signal bridge, hangar



INTRICACIES of F4U cockpit intrigue Scouts of Japan and America on *Valley Forge* visit

deck, flight deck and the elevators. They inspected the ship's guns and living spaces.

Time out was taken in the middle of the day, for ice cream and cookies served by ship's cooks in the crews' mess hall.

The scouts arrived at the Naval Base early in the morning after a bus trip from Scout Headquarters, Palace Heights, Tokyo and spent a busy day.